

RAILROADS, ETC.

UTAH CENTRAL RAILROAD.

New Time Card, March 22d, 1885.

PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

GOING NORTH.	GOING SOUTH.
Atlantic Express at..... 8.00 a.m.	Utah Express at..... 7.20 a.m.
Passenger Trains Arrive in Salt Lake, daily as follows:	
FROM NORTH.	FROM SOUTH.
Atlantic Express at..... 7.51 p.m.	Utah Express at..... 6.40 p.m.

FRANCIS COPE, General Freight and Passenger Agent.

JOHN SHARP, General Superintendent.



WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

By reason of its central position and close relation to all principal lines East and West at initial and terminal points, constitutes the most important mid-continental link in that system of through transportation which invites and facilitates travel and trade between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northwest and Southwest, and corresponding points West, Northwest and Southwest.

The Rock Island system includes in its main line and branches, Chicago, Iowa, Omaha, La Salle, Peoria, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Fairfield, Ottumwa, Oskaloosa, West Liberty, Iowa City, Des Moines, Indianola, Winterset, Atlantic, Knoxville, Audubon, Harlan, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, Trenton, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, in Kansas; Albert, Minneapolis and St. Paul, in Minnesota; Watertown in Dakota, and hundreds of intermediate cities, towns, villages and stations.

THE GREAT ROCK ISLAND ROUTE

Guarantees its patrons that sense of personal security afforded by a solid, thoroughly ballasted road-bed; smooth tracks of continuous steel-rail; substantially built culverts and bridges; rolling stock as near perfection as human skill can make it; the safety appliances of patent buffers, platforms and air-brakes; and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

Five Fast Express Trains between Chicago and the Missouri River are composed of well ventilated, finely upholstered Day Coaches, magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which delicately cooked meals are leisurely eaten. "Good Digestion waiting on Appetite, and Health on both." Between Chicago and Kansas City and Atchison, are also run the Celebrated Receding Chair Cars.

THE FAMOUS ALBERT LEA ROUTE

Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route, Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of interior Dakota.

Still another DISCREET LINE, via Seneca and Kankakee, has been opened between Newport News, Richmond, Cincinnati, Indianapolis, St. Lafayette and Council Bluffs, Kansas City, Minneapolis and St. Paul, and immediate points. For detailed information see Maps and Folders, obtainable, as well as Tickets at all principal Ticket Offices in the United States and Canada; or by addressing:

R. R. CABLE,

President and General Manager, Chicago.

E. ST. JOHN,

General Ticket and Passenger Agent, Chicago.

The Utah & Nevada RAILWAY.

ON AND AFTER

MONDAY, OCT. 19th, 1885,

The Utah & Nevada Railway Company will run its trains daily (Sundays excepted) as follows:

Going West.	Going East.
Lv. 7:30 a.m. Salt Lake City	Ar. 2:10 p.m. Ogden
Lv. 8:22 a.m. " "	Ar. 2:22 p.m. " "
Lv. 9:19 a.m. " "	Ar. 2:30 p.m. " "
Lv. 9:40 a.m. " "	Ar. 2:35 p.m. " "
Lv. 10:12 a.m. " "	Ar. 2:40 p.m. " "
Ar. 10:50 a.m. " "	Ar. 2:45 p.m. " "

Twenty minutes will be allowed at Ogden for morning train for Breakfast.

No freight will be received after 4 p.m. S. F. FENTON, W. W. RITER, Gen. Frt and Pass. Agt. Supt.

Salt Lake & Western RAILWAY.

On an after

Saturday, Dec. 20th, 1884.

Trains will run as follows:

STANDARD MOUNTAIN TIME.

Leave Salt Lake Junction at	3.45 a.m.
Cedar Fort at	9.40
8-Mile Pass	10.10
Rush Valley at	10.25
Doremus at	11.10
Arrive Ironton at	11.35
Arrive at Silver City	11.40
Leave Silver City at	12.50 p.m.
Arrive Ironton at	13.20
Leave Ironton at	1.40
Arrive at Doremus at	2.05
8-Mile Valley at	3.10
Cedar Fort at	3.40
Arrive at Salt Lake Junction at	4.10
Cedar Fort at	4.15
Arrive at Salt Lake Junction at	4.15
Connections with Utah Central train leaving Salt Lake at 7.40 a.m.	
Connections with Utah Central train arriving Salt Lake at 6.40 p.m.	
Stop at Salt Lake upon signals	
W. W. RITER,	